



IFW

Notice of Abandonment

Application No.

10/730,833

Examiner

Davetta W. Goins

Applicant(s)

JOHNSON, MILTON

Art Unit

2612

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address--

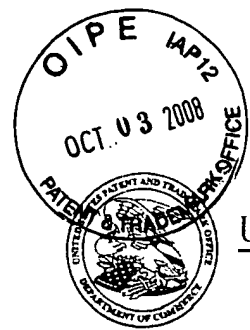
This application is abandoned in view of:

1. ☒ Applicant's failure to timely file a proper reply to the Office letter mailed on 25 September 2007.
 - (a) ☐ A reply was received on _____ (with a Certificate of Mailing or Transmission dated _____), which is after the expiration of the period for reply (including a total extension of time of _____ month(s)) which expired on _____.
 - (b) ☐ A proposed reply was received on _____, but it does not constitute a proper reply under 37 CFR 1.113 (a) to the final rejection.
(A proper reply under 37 CFR 1.113 to a final rejection consists only of: (1) a timely filed amendment which places the application in condition for allowance; (2) a timely filed Notice of Appeal (with appeal fee); or (3) a timely filed Request for Continued Examination (RCE) in compliance with 37 CFR 1.114).
 - (c) ☐ A reply was received on _____, but it does not constitute a proper reply, or a bona fide attempt at a proper reply, to the non-final rejection. See 37 CFR 1.85(a) and 1.111. (See explanation in box 7 below).
 - (d) ☒ No reply has been received.
2. ☐ Applicant's failure to timely pay the required issue fee and publication fee, if applicable, within the statutory period of three months from the mailing date of the Notice of Allowance (PTOL-85).
 - (a) ☐ The issue fee and publication fee, if applicable, was received on _____ (with a Certificate of Mailing or Transmission dated _____), which is after the expiration of the statutory period for payment of the issue fee (and publication fee) set in the Notice of Allowance (PTOL-85).
 - (b) ☐ The submitted fee of \$_____ is insufficient. A balance of \$_____ is due.
The issue fee required by 37 CFR 1.18 is \$_____. The publication fee, if required by 37 CFR 1.18(d), is \$_____.
 - (c) ☐ The issue fee and publication fee, if applicable, has not been received.
3. ☐ Applicant's failure to timely file corrected drawings as required by, and within the three-month period set in, the Notice of Allowability (PTO-37).
 - (a) ☐ Proposed corrected drawings were received on _____ (with a Certificate of Mailing or Transmission dated _____), which is after the expiration of the period for reply.
 - (b) ☐ No corrected drawings have been received.
4. ☐ The letter of express abandonment which is signed by the attorney or agent of record, the assignee of the entire interest, or all of the applicants.
5. ☐ The letter of express abandonment which is signed by an attorney or agent (acting in a representative capacity under 37 CFR 1.34(a)) upon the filing of a continuing application.
6. ☐ The decision by the Board of Patent Appeals and Interference rendered on _____ and because the period for seeking court review of the decision has expired and there are no allowed claims.
7. ☐ The reason(s) below:

/Davetta W. Goins/

Primary Examiner

- Art Unit: 2612



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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/730,833	04/27/2004	Milton Johnson		5213

7590 04/04/2008
Milton Johnson
2288 Wallingford DR
Decatur, GA 30032

EXAMINER

GOINS, DAVETTA WOODS

ART UNIT	PAPER NUMBER
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2612

MAIL DATE	DELIVERY MODE
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04/04/2008

PAPER

Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.



20 April 2008

To Whom It May Concern:

In reference to the enclosed materials, you stated that there was not a timely response to your inquiry, however, there was a response to your request; a request to simply provide a basic letter explaining why this application should be further considered. I listed several valid reasons of which are:

1. This product is totally different in providing immediate corrections to present day traffic problems and solutions to outages and traffic related breakdown situations; the light is carried by public safety personnel at all times for immediate placement and relief of outages that may require tie-up of police or traffic engineers while at the same time only briefly interrupting the flow of traffic.
2. The light has an On and Off switch for energy conservation as well as solar powered components, thus allowing longer LCD (light emissions diodes) usages while repairs are being done. The use of less energy would certainly save the power companies a tremendous amount of resources.
3. The other cited references do not offer the same portabilities for immediate solutions; Most major breakdowns occur when there are weather and accident related incidences, therefore, because police, fire, traffic and other public service personnel are always available, the light will provide an immediate solution; in contrast to the other sources which would require much longer times to activate.
4. While many reasons can be cited; my main reason is: I have been approached by a manufacturer in Kentucky who has shown an interest in marketing this product but would require the approval or issue of a patent or patent pending source. They stated that they have viewed the sources and that this would be most beneficial to mass appeal.
5. This is the second response to your request, if you need more information please feel free to notify me by phone or mail.

Cordially,

Milton Johnson
Caged Armored, Inc.
Appl. No. 10/730.833



Ref: Application NO. 10/730,833
Art Unit: 2612

Ms. Davetta Goins
Primary Examiner

In reference to a similar patent from Fikacek in view of Armstrong(US Pat. 5,986,576). (5,805,081); the only obvious similarity is the traffic light itself. My light is entirely different in how the power is supplied. My unit consists of a power pack battery with contacts points the same as used in cell phones, with added supply, that can be charged repeatedly from electrical outlets. There is no need for a separate power fed unit that is maybe pole mounted or directly connected to a control box. The mother board, programmed with info to control the function of changing the light by preset timed computer commands, gets its power from the battery with both units connecting at the contact points.

My unit is designed to eliminate the time it would take to replace a downed unit: easily retrieved from police vehicles, fire, maintenance personnel, and traffic engineers that could easily carry many units in or on their vehicles. There would be no need for a remote control device because persons using these would be required to remain on the scene while controlling traffic situations. My units could be activated in seconds when down time occurs; even at different locations if many lights are affected. The unit is simply placed, by way of an extended pole, on the wiring harness near the damaged unit while only temporarily stopping traffic. Once the problem is corrected, the units can be retrieved, still with stored power, to be used at other down locations. Since many police officers are usually used at these situations, a coordinated effort by the officers would virtually eliminate any traffic problem and clear up their time.

Since the before mentioned patents failed to mention how the computer would function to regulate the operation, I believe that my unit explains the programmed functions, along with having an on and off switch, that could readily resolve any traffic situation with very little interruption..

Since I am not a computer programmer, I would not know how to program the mother board, however, from information that I received from a programmer, this function would be more practical than having a remote controlled device that would have to be controlled by a person on the scene. I feel that a patent should be granted on these basis. Thank you for your help.


Milton Johnson